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USSR Report

TRANSPORTATION

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USSR REPORT TRANSPORTATION

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CIVIL AVIATION

TEST FLIGHT OF IL-76TD LONG-RANGE TRANSPORT VARIANT

Moscow IZVESTIYA in Russian 21 May 84 p 1

[Article by IZVESTIYA special correspondent V. Belikov; "Test Procedure"]

[Text] Moscow -- It has already been a quarter of an hour since the electrical generators on the huge air ship were shut off. Drawing power for radiocommunications and several of the most important instruments only from batteries, the bulky 190-ton machine flies into the heavens. Running the risk of discharging the batteries completely, the radio operator tries again and again to start up the auxiliary power unit, a distinctive air starter, which must extract us from an emergency situation and supply life-giving energy to the plane's deenergized systems...

The chief aviation designer was asked: "What, in your opinion, is a modern airplane?"

"An airplane which can continually improve its qualities, an airplane which evolves in the process of operation," was the answer of Academician S. Il'yushin, three-time Hero of Socialist Labor. At the time of this conversation, the IL-76T was somewhat more than five years old, an age completely adequate for the final formation of a winged machine.

The IL-76T surprisingly quickly earned the right to be called the flagship of the nation's air transport fleet. It has been recognized as an irreplaceable helper by Tyumen oil workers and diamond miners of Yakutiya. Loading its spacious hold with succulent gifts of the generous southern land, gardeners of Uzbekistan and vegetable growers of the Kuban area call it the "flying refrigerator." The Transsiberian air bridge for the fastest possible transfer of goods between Japan and Western Europe is served by these same airplanes.

Perhaps it's worthwhile to mention another two unique special uses of the turbo-jet heavyweight which were applied after several years of service on Aeroflot routes. One such craft became a flying test bed for analyzing and developing the engines of the future IL-86 airbus. The other is used by cosmonauts as a trainer, in which a condition of weightlessness can be artificially produced for a few seconds during flight.

One sunny morning not long ago I had the opportunity to participate in a test flight of a new IL-76T modification, which at first glance differed from its colleagues only in the "IL-76TD" designation on the cockpit. "It's a good thing that the external appearance of the plane remains unchanged," observed the plane's chief engineer, A. Bol'shakov, of the State Civil Aviation Scientific Research Institute. The designers succeeded in preserving all of the machine's basic dimensions, so it's easy to "assign" it to allotted parking areas, since it isn't necessary to change any of the ground servicing equipment. In large-scale use this is a great convenience!

It can be said that the great amount of experience accumulated in the last few years in Aeroflot's operation of cargo jets made possible in many ways the birth of the IL-76TD. Aviators made suggestions, and the collective of the Experimental Design Bureau imeni S. Il'yushin, lead by G. Novozhilov, keenly responded by using structural reserves to increase the plane's payload capacity by a full fourth. The improved, more efficient engines and the additional tons of fuel on board allow the plane to make non-stop flights of up to 10 hours duration, just like the IL-62M intercontinental liner. The test pilots assured me that such a cargo plane is capable of making a flight to the Antarctic, as long as there is an ice airfield where it can land.

At present we are testing the IL-76TD in an emergency situation: the shutting down of all four electrical generators is a situation which is practically beyond belief in actual operation, although it is envisaged in the strict testing procedures. Stacked up in the cargo hold, the impressive units of the monitoring and recording apparatus impartially and accurately detail all the nuances of behavior of the plane as it is deprived of electricity.

Having settled in behind the captain's seat, the chief engineer touched a few switches on his equipment's remote control panel and made a notation on his base table. "Has the test begun?" asked the captain loudly as he took hold of the control wheel. With a customary hand signal the copilot confirmed the beginning of the recording of the critical seconds. It seemed to me that within the cockpit, which was filled with the continuous humming of the four turbines, a dead silence set in.

The several minutes allotted to us for operating on a few batteries should be enough for us to descend to a visual flight altitude and start the auxiliary power unit. But if that doesn't work, we will navigate by ground reference points to the nearest airfield and request immediate clearance to land.

"Executing start-up," reported the radio operator as he pushed the switch. Almost immediately countless indicators came to life and returned to their prescribed positions on scales, dials and meters. It was as though the plane's complex, delicately tuned control mechanism had awakened suddenly from a deep sleep and had begun again to work measuredly and accurately.

The navigator, whose work station is located in the fuselage's glassed-in nose, ran his fingers over the navigational system's keyboard and reported the plane's exact position. It was time to turn for home, especially since the crew had yet another test flight to make the same day.

When the plane had come to a stop on the apron, I grabbed my bag of photo equipment and hurried to the exit hatch, but I didn't have to open it manually. One of the crewmen turned a tumbler switch marked "port door," and the door flew open with a light hissing noise, as in the metro.

That's what kind of plane the IL-76 "long-range transport" is. [Translator's note: the TD in the IL-76TD designation stands for "transportnyy dal'niy," or "long-range transport."]

CSO: 1829/381

RAIL SYSTEMS

RAILWAYS MINISTRY PLAN FULFILLMENT FOR FIRST HALF OF 1984

Moscow GUDOK in Russian 19 Jul 84 pp 1-2

[Article based on information furnished by the Administration for Statistical Records and Reporting of the USSR Ministry of Railways: "Doing Everything To Speed up Traffic"]

[Text] The workers on the steel roads are taking vigorous measures for meeting fully the transport needs of the economy and the public. In the first half of the current year 1,956,000,000 tons were carried. This is 17.3 million tons over the plan and almost 48 million tons above the level achieved in the corresponding period of last year. The plan was exceeded by 3.1 million tons of bituminous coal, 2.4 million tons of oil and petroleum products, 2.3 million tons of ferrous metals, 3.2 million tons of industrial raw materials and molding materials, 2.5 million tons of various ores, and 2.4 million tons of grain shipments. Of the 42 freight categories in the current list of goods, the plan was overfulfilled for 36. The average daily traffic on the entire network increased by 2,600 cars.

Most of the roads and their subdivisions fulfilled both the plan and also the socialist obligations for the volume of traffic.

At the same time four roads did not fulfill the plan for total loading and shipment of a number of crucial types of freight. For instance, on the Kemerovo Railroad traffic fell short by 1,086,000 tons, including 1.7 million tons of bituminous coal; the shortfall on the Dnieper Railroad was 222,000, including shortfalls of 229,000 tons of iron and manganese ore and 160,000 tons of pelletized slag; on the Gorkiy Railroad the volume was off 369,000 tons, including a shortfall of more than 100,000 tons of manufactured and mineral fertilizers and 291,000 tons of timber and lumber; on the Northern Railroad the shortfall was 205,000 tons, including 1.9 million tons of timber and lumber.

While the overall plan for freight shipment was fulfilled on the other roads, there was a shortfall with respect to many items in the annual nomenclature. As a result the plan for shipment of refractories, pelletized slag, timber and lumber, and a number of other types of freight was not fulfilled in the network as a whole.

An important condition for handling the growing volume of traffic and for improving the use of rolling stock is to raise the static load. In the first half of the year it increased by 320 kg over the corresponding period of last year and exceeded the planning target by 300 kg. This afforded the possibility of carrying nearly 12 million tons of products of the economy without committing an additional fleet of cars.

Obligations to increase the static load by 300 kg were fulfilled by 18 railroads.

The share of freight carried by block container trains was 44 percent. This is half a percentage point below the corresponding level of last year. The level of consolidation of freight on liners has unjustifiably dropped off with respect to a number of types of freight and also on certain roads, in particular the Gorkiy, Northern, Donetsk, Northern Caucasus, Kuybyshev, West Siberian and East Siberian railroads.

The volume of traffic was 1.836 billion paid ton-kilometers, which is 0.7 percent, or 13.2 billion ton-kilometers, higher than the plan. By comparison with the corresponding period of last year the volume of freight traffic rose 37.5 billion ton-kilometers, or 2.1 percent. The entire growth was achieved by increasing the volume of freight. The length of the average haul decreased both as a whole by 4 km and for most volume types of freight--bituminous or better coal, petroleum products, ore, ferrous metals, industrial raw materials, and cement.

The volume of passenger traffic rose 1.1 billion passenger-kilometers over the level of the first half of 1983 and stood at 165.9 billion. The plan was overfulfilled by 600 million passenger-kilometers.

Many railroad collectives and lines achieved an improvement in the overall indicators of utilization of rolling stock. In the network as a whole the average daily transfer of cars increased by more than 4,400 over the corresponding period of last year. Car turnaround time speeded up by 6 hours. Locomotive productivity rose by 11,000 gross ton-kilometers. Average freight train weight rose 85 tons.

The best results in operation of technical equipment were achieved on such roads as the Moscow, Donetsk, Tselin, West Siberian, Belorussian, Odessa, Sverdlovsk, and South Urals railroads.

At the same time difficulties in the movement of flows of cars in certain directions adversely affected the qualitative indicators. As a consequence, a number of railroads fell far short of fulfilling assigned targets.

While fulfillment of the schedule for the movement of freight trains in the network as a whole was improved by 4.5 percent, train movement deteriorated on a number of roads. The movement of passenger trains improved in the network as a whole by 1.5 percent and amounted to 95.5 percent, while their arrivals at the station of destination were 2.8 and 91 percent, respectively. Schedules were met most unsatisfactorily on the Central Asian, Azerbaijan and Sverdlovsk railroads.

On the network as a whole and on most roads standards for consumption of electric power and diesel fuel in pulling trains were met successfully. In 5 months more than 435 million kwh of electric power and 55,000 tons of diesel fuel were conserved. The Krasnoyarsk Railroad overextended both types of energy resources, on the Donetsk, Central Asian, Sverdlovsk and Transbaykal diesel fuel was overconsumed, and on the Lvov, Azerbaijan and West Siberian roads there was an overconsumption of electric power.

The total volume of freight carried in containers was 24.7 million gross tons in the first half of the year. This is 5.2 percent above the plan and 7.5 percent above the same period of 1983. The traffic of cargo in large containers developed at a high pace. This traffic increased by 15.4 percent.

The target for freight shipment on shipping pallets was fulfilled at a level of 106.2 percent, and the increase was 8 percent.

Enterprises in industrial railroad transportation overfulfilled the freight volume plan by more than 6.5 million tons and the freight-handling plan by 2.3 million tons. Only the Kuybyshev section failed to fulfill the plan for cargo handling. While there was an 11.5-percent increase in unloading for the entire main administration, the Sverdlovsk, Vladimir and Belorussian associations did not achieve a growth. The idle time of cars exceeded the standard by 0.6 hour.

In the first half of the year quite a bit was done to bolster the plant and equipment of railroad transportation. Capital construction and construction and installation work were conducted somewhat better than in the same period of 1983. Principal attention was paid to projects related to improving carrying capacity and traffic capacity and to improving housing and consumer service conditions. Construction of subways and the building of projects on the Baykal-Amur Main Rail Line were conducted at a higher level.

At the same time the plan for construction of locomotive, passenger and utility projects and traffic facilities was fulfilled at a lower pace than in the first half of 1983.

Even though the activation of fixed capital was somewhat improved over last year's level, there were quite a few lapses, above all in activating projects for nonproductive purposes. On 20 roads the planning target was underfulfilled by a substantial amount. The largest shortfall occurred on the East Siberian, Sverdlovsk, Transbaykal, West Kazakhstan, and Kuybyshev lines, where the assignment for the first half of the year was achieved at a level of 52-67 percent.

In the first half of the year the plan for activation of housing was underfulfilled by 27,000 square meters of floor space. Organizations of Mintransstroy [Ministry of Transport Construction] fell short 62,000 square meters in activation of residential floor space, while the trusts of the railroads overfulfilled the plan by almost 26,000 square meters.

During the past half-year railroad transportation received 574 main line locomotives and 217 switching locomotives, 31,400 freight cars and 1,067 passenger cars, and 28,400 containers, 5,800 of them large ones. Plants fell short of the plan by failing to deliver 154 passenger cars and more than 2,300 containers.

The industrial enterprises in railroad transportation fulfilled the plan for sales and also output of most products. The volume of sales exceeded 1,167.5 million rubles. This is 0.7 percent higher than the plan and 1.7 percent higher than the level achieved in the corresponding period of 1983. The plan for sales was exceeded by 8.3 million rubles. But by no means all plants coped with the targets for this very important quantitative indicator.

The plan for repairing of freight and passenger cars in car depots, electric and diesel locomotives, and power locomotive sections by enterprises of TsTVR [Main Administration for Repair of Rolling Stock and Production of Spare Parts] was fulfilled. At the same time, certain plants and roads fell short, above all in the repair of freight cars. The plan for the TsTVR as a whole was underfulfilled by 1,050 cars. The Popasnaya plant fell short of the plan by 336 freight cars, the Roslavl 364, and the Ordzhonikidze 322 cars.

Nor did TsTVR plants fulfill the plan of the first half of the year for the repair of diesel motor trains, cars of refrigerator trains and sections, mainly through the fault of the Voronezh plant. The plan for passenger car repair was fulfilled by the plants of TsTVR at a level of 96.2 percent. Seven of the 18 plants repairing passenger cars fell short by a considerable amount. They included the Dnepropetrovsk and Ordzhonikidze plants.

Stability has not been achieved in supplying the railroads with the most important assemblies and spare parts of rolling stock, track machines and other equipment.

In railroad transportation as a whole the most important economic indicators improved. The rise in annualized output with a smaller labor force employed in the traffic department (on 18 roads) afforded the possibility of raising labor productivity in the network as a whole by 2.3 percent, while the target was 1.8 percent. In the first 5 months the target for this indicator was fulfilled by 24 roads, and 16 of them met socialist obligations as well. The best results were achieved by the Belorussian, Moscow, Baltic, Southeastern, West Kazakhstan and Baykal-Amur Railroads.

In the network as a whole and on 19 roads the entire growth in the volume of traffic was achieved by raising labor productivity.

But because a number of roads failed to fulfill the assigned targets for the volume of freight and maintenance of too large a labor force, the socialist obligations for labor productivity were only half fulfilled by workers in the entire branch. Above-plan growth was 0.5 percent instead of 1 percent called for in the plan. Labor productivity was lower than in 1983 on the Gorkiy, Azerbaijan, Transcaucasian, Central Asian and Alma-Ata Railroads.

The second half of the fourth year of the 11th Five-Year Plan is now under way. The dynamic development of our economy urgently requires that everything be done to speed up traffic. That is why it is very important to analyze the performance in the first half of the year thoroughly, comprehensively and critically at all levels and to take note of ways of correcting shortcomings speedily and of making better use of internal potential.

7045

CSO: 1829/338

RAIL SYSTEMS

COLLEGIUM REVIEWS RAIL PERFORMANCE FOR 1ST HALF OF 1984

Moscow GUDOK in Russian 21 Jul 84 pp 1, 3

[Text] An expanded meeting of the Collegium of the Ministry of Railways was held on 19 July. The managers of a number of railroads, services, departments and associations in the industrial rail transport sector took part. Performance totals for the first six months were discussed. Measures to ensure the fulfillment of plan tasks and socialist obligations for 1984 were specified, as were measures to create a solid base for the successful completion of the 5-year plan.

V. A. Shevandin, chief of the Main Economic Planning Administration, and A. G. Kovrigin, chief of the Financial Administration, gave reports.

The Collegium heard explanations from the managers of a number of railroads and departments that had serious operating deficiencies. The Collegium demanded that these situations be corrected and the losses made up as quickly as possible.

The Minister of Railways, N. S. Konarev, spoke at the meeting.

Taking part in the Collegium's work were G. F. Yefimov, instructor of the Transport and Communications Section of the CPSU Central Committee; N. N. Lavrent'yev, L. B. Titova and P. N. Popov, secretaries of the Central Committee of the Railroad Workers and Transport Construction Trade Union, as well as responsible officials from USSR Gosplan, USSR Gossnab, the USSR Prosecutor's Office and the USSR Ministry of Finance.

It was emphasized at the Collegium meeting that the railroad workers, guided by the decisions of the 26th Party Congress, subsequent CPSU Central Committee plenums and the instructions of Comrade K. U. Chernenko, have broadly developed socialist competition for the successful fulfillment of tasks,

socialist obligations and counterplans for the fourth year of the 5-year plan. Most of the railroad, department and enterprise collectives have worked hard to better satisfy the transport needs of the national economy and the populace and to improve work quality and efficiency.

In the past 6 months, 17.3 million tons of freight above the plan were shipped on the rail network as a whole. The volume of shipments was 48 million tons greater than for the same period last year. Tasks were overfulfilled for freight turnover, worker productivity, transport cost, profits and the basic indicators of rolling stock usage. (The detailed figures were published earlier in the rail transport performance review for the first half of 1984, GUDOK, 19 July.)

The persistent search for reserves, the decisive use of these reserves and all of the activities of leading collectives that have achieved excellent results deserve the greatest praise. They are preparing a fitting welcome for our traditional professional holiday--Railroad Worker's Day--to report their new achievements to the nation.

Unfortunately, there are lagging enterprises and subdivisions along with these leaders. They have not met their tasks, have violated technological rules and permitted significant material and monetary losses. After all, the railroads are a unified conveyor system. All of the links must work in the same, carefully synchronized rhythm.

Serious errors have had an effect on performance in this vast area. They were caused by the Central Asian, Alma-Ata, West-Kazakhstan, Volga, Gorkiy, Northern and several other railroads. The flow of trains has by no means passed freely through all the junctions.

A number of railroads have not fulfilled their loading plans for through service, while overfulfilling their plans for local service. This has an extremely negative effect on the total freight turnover of the system. It lowers the basic performance indicators of adjacent railroads. Usually, loadings of specific items suffer: construction materials are shipped to the detriment of other important national-economic products the shipment of which is specified in the annual plan products list. A system of material incentives and responsibility was recently introduced for fulfilling the plan for through-service loadings. This, along with organizing efforts at the workplace, should change the situation.

Special attention was given at the Collegium meeting to a critical analysis of the basic economic indicators, to determining the causes of losses and ways to prevent them and to basic improvements in the economic performance of railroads, departments and enterprises. This requires the deliberate course of our party toward the maximum intensification of production and toward increasing its efficiency.

It is unacceptable that the Sverdlovsk, West-Siberian and a number of other railroads, while having a constantly increasing equipment supply, have a sharply reduced return on investment. The significant amounts of capital that

the government is investing in the growth, renovation and supply of innovative equipment for railroads must yield a significant return.

Although unproductive expenditures and losses have been reduced in comparison with the same period last year, they are still high. Multimillion-ruble losses are caused by accidents, wrecks, serious cases of defective workmanship, theft and spoilage of freight. In the first half of the year, the railroads paid almost 100 million rubles in fines for late freight shipments and for failing to fulfill the critical shipments plan. The unplanned repair of locomotives, fires on diesel locomotives and the massive diversion of mainline equipment for switching work are expensive. Shipping freight by roundabout routes is raising costs. And how much more is being overspent or simply wasted! All of this has meant that the obligation to achieve an above-plan reduction of transport costs of 0.5 percent in the first half of the year was not fully met.

A number of railroads and departments have not been persistent enough in seeking reserves for increasing labor productivity. Work is going slowly in these areas: combining jobs, implementing the brigade form of work organization and incentives, improving norms, better utilizing working time and etc. In many places, combining locomotive engineering and train make-up into a single job is going slowly, as is the reduction of five-refrigerator-car section brigades to two persons. Crossings are being equipped with automatic gates, while the number of crossing guards is increasing.

There are many other enterprises where precious working time is being lost because of breakdowns, poor labor organization, lateness and absence. In many places, the working staff is not being brought into line with changes in the volume of work.

The losses caused by these shortcomings have prevented the sector as a whole from fulfilling its obligation to achieve an above-plan increase in labor productivity of one percent in the first half of the year. This obligation was only half fulfilled.

The Collegium of the Ministry of Railways pointed out to subdivision and enterprise managers and to all railroad workers the necessity of maximizing the mobilization of reserves. This is necessary, so that by using shock labor in the second half, not only the plan tasks, but also the socialist obligations for the entire year will be fulfilled. Specific reference points have been determined to achieve this main goal. Based on system-wide indicators, specific tasks were given to the railroads. The plans, however tight, are very realistic and fulfillable.

It is important to achieve the proper atmosphere so that people, particularly the leaders, will energetically search for ways and means of successfully fulfilling and overfulfilling tight plans, rather than search for excuses for missed schedules and losses. A good example is G. M. Fadeyev, chief of the October Railroad, who in a short time after arriving at the main line was able to lead it out of its troubles. Reserves were found by better organization, courageous engineering decisions and by rallying the personnel. The Collegium congratulated G. M. Fadeyev for his work and expressed its confidence that the October Main Line will become a leader.

At the meeting, great attention was given to improving the organization of passenger transport, to meeting train schedules and to improving service in stations and on trains. Work is being done in this area, but much--very much--remains to be done. The leaders from railroads who took part in the Collegium meeting became acquainted with new equipment and with the innovative organization of passenger services implemented at the Moscow Railroad Terminal.

It is now the busy season for the nation's railroads. Passenger travel is at a peak. The mass transport of agricultural products is beginning. Industrial enterprises and power stations must build up their winter stockpiles of fuel and raw materials. And, our industry faces the task of carefully preparing for reliable winter operation. All of this will require the careful, rhythmic and synchronized work of the gigantic transport conveyor and all of its links. It also requires the selfless work and creative attitude of all railroad workers.

12595

CSO: 1829/339

RAIL SYSTEMS

OFFICIAL ON PLANS FOR KIEV METRO SYSTEM EXPANSION

Kiev RADYANS'KA UKRAYINA in Ukrainian 3 Jun 84 p 4

[Interview with V. V. Kysel'ov, chief of the Kiev branch of the Metrodiprotrans Institute of the USSR Ministry of Transport Construction, by correspondent D. Dons'koy, date and place not give: "Interview of RADYANS'KA UKRAYINA--The Future of the Kiev Metro"]

[Text] With every five-year plan, massive housing development is expanding ever more broadly in Kiev in the peripheral districts. This in turn gives rise to the necessity for further development of the metro network. What it will be like was the subject of a conversation between our correspondent D. Dons'koy and the chief of the Kiev branch of the Metrodiprotrans Institute of the USSR Ministry of Transport Construction, the honored builder of Ukraine V. V. Kysel'ov.

Question: Every day nearly one million passengers make use of the underground railway trains. But many of them are troubled by the fact that large concentrations of people form at the central metro stations during peak hours. What is being done to eliminate this undesirable phenomenon?

Answer: A section of the Kurenivs'ko-Chervonoarmiys'ka line which connected Podil and the largest residential bloc, Obolon', with the city center, has been in service for nearly 8 years. The transportation mobility of the population in this direction has increased significantly. This is on the Right Bank. The intensive building-up of the Left Bank is continuing, which is bringing about ever greater increases in passenger flow along the Svyatoshyns'ko-Brovars'kyi axis. In connection with this, the only transfer junction, Ploshcha Zhovtnevoyi revolyutsiyi--Khreshchatyk, turned out to be greatly overburdened. Now one more passage is being built there. It will already be opened next year. Plans are underway for a separate 200-meter tunnel in which two lengths of moving sidewalk will move passengers, which will eliminate colliding streams [of passengers] transferring at the aforementioned stations.

Meanwhile, at the intersection of Lenin and Pushkin streets (by the drama theater imeni Lesya Ukrayinka), an additional underground station, Lenins'ka, is being built on the existing Svyatoshyns'ko-Brovars'ka line. It is designated

to be put into use in 1987. It will noticeably relieve the Khreshchatyk metro station. In this regard I wish to emphasize that before the Lenins'ka is put into operation, train traffic on the stretch between the Khreshchatyk and University stations will be stopped for 6 months. This is necessitated by the "cutting" of a new tunnel in the functioning line. During this period it will be possible to ride from Khreshchatyk only in the direction of Darnytsya, and from the university [only] to Svyatoshyno. Temporary inconveniences will be compensated for by additional routes for other types of public transportation.

Question: What new features are expected on the Kurenivs'ko-Chervonoarmiys'ka stretch of the metro?

Answer: At the end of this year two stations will be opened--Chervonoarmiys'ka near the Ukrayina palace of culture, and Ploshcha Dzerzhyns'koho. And it is planned eventually to extend this line to VDNH (All-Union Exhibition the National Economy) of the Ukrainian SSR and the residential bloc Teremky on the Odessa highway, and on the opposite side, to the town of Vyshhorod, which has grown together with the Kiev GES and gravitates towards the capital.

Question: The construction of a third spoke of the underground railroad, the Syrets'ko-Pechers'kyi, has begun. What will it be like? Where will it pass?

Answer: A total of 600,000 Kievans already live on the Left Bank. This is more than the population of Ternopol, Rovno and Khmel'nyts'-kyi taken together. In the future, the large-scale development of the Left-Bank territories to the south of Kiev will be conducted. This concerns the placement of districts of mass construction in Osokorky, Poznyaky and other localities. Residential construction is already being conducted along the Kharkov road. In the broad perspective, the population of the trans-Dnieper side will grow to one and a half million people. Not so long ago, the lofty sectors of Vynohradar and Vitryani Hory arose on the northern Right Bank. These blocs reached right up to the Pushcha-Vodyts'kyi forest park, where a health-resort zone and places for mass laborers' recreation are situated.

The over-all length of the Syrets'ko-Pechers'ka line is 31 kilometers. We anticipate 21 stations for it. The route will stretch from Vynohradar to Kharkov Square in Darnytsya, where the freeway that leads to Boryspil' Airport begins. Its first section--from the Golden Gates to the Dnieper--is already being built, and at an accelerated rate at that. In 1987 the metro stations Golden Gates, Palace of Sport and Mechnikov Street are expected to be opened along it. These are stations of deep installation, which will be equipped with escalators of greater power and increased speed (up to 0.9 meters per second). What is the goal here? First of all to create two transfer junctions with short passages in the city center. One of them is Golden Gates--Lenins'ka, which will relieve Khreshchatyk even more perceptibly; the other is Palace of Sports--Tolstoy Square. Together with this, in the southern part of Kiev there will appear a totally new route across from the Dnieper for the direction of enormous passenger flows from the right bank to the left and vice-versa. In 1989 trains will go from the Mechnikov Street station to Pechers'ka (at the junction of Lesya Ukrayinka Boulevard and Kutuzov Street)

and to the Friendship of Peoples metro station (not far from the Pechers'ky Bridge). The construction of the unique Southern bridge passage across the river has already developed at full speed.

And now imagine that you are riding the metro. The cars are new, not rectangular, but hexagonal, more spacious and having a high level of comfort. The Opera, Bessarabka, Lesya Ukrayinka Square, Kikvidze Street, have been left somewhere behind... The next stop is Naddniprozans'ka Station. You go up to the top, and there before you are the familiar places. The road that leads to Koncha-Zaspa, TETs-5, the densely built-up industrial zone known by the name of Telychka. And here you will see some things that are unusual for Kiev. From Naddniprozans'ka Station to the new bridge, alongside the roofs of the plant buildings and workshops, there rose two scaffold bridges, along which automobiles rush to and fro. And between them, but underground--the tunnels of the metro, which rise smoothly up to the Dnieper bridge.

Construction of the bridge will be completed in 1990. By that time through train traffic from the Golden Gates station to Naddniprozans'ka will be opened up. In 1993 they will already go along the left bank (also underground) to Osokorky, and later to Poznyaky, Bortnychi and to Kharkov Square. By the year 2000 it is planned to put into use the Right-Bank stations on L'vov Square and Artem Street (Hlybochytsya). A segment is planned from here to Syrets' and on to Vynohradar beyond the limits of this period.

Question: Could you give the readers of this newspaper an idea of the fourth line of the Kiev metro?

Answer: This regards the Podil's'ko-Voskresens'ka line, about 24 kilometers long, with 15 stations. This is an underground route indispensable to the city. On the Left Bank it will begin not far from the residential bloc Troyeshchyna--more precisely, on the Kulykovo plain, will pass through the Voskresens'kyi bloc, cut across the Dnieper (possibly underwater), and will come out on the Rybal's'kyi peninsula near the Lenin Forge plant. On the Right Bank it will at first connect four squares: L'vivs'ka, Peremohy, imeni Brezhnev and Sevastopol's'ka. Later the route will go to Zhulyany where, on the site of the present airport, which will eventually be moved beyond the Kiev city limits, there will appear a large residential district. At Krasna and L'vivs'ka Squares and at the railroad station it will meet three other spokes of the metro. The first segment in line, the planning of which our collective is to undertake, will extend from Voskresenka to the railroad station. Its construction will begin in the thirteenth five-year plan.

Question: On the map diagram which passengers see in the metro cars, the Zazm'ya--Vyshen'ky line is indicated. What can be said about it?

Answer: It is supposed to pass along the Left Bank from the mouth of the Desna to the village of Vyshen'ky on the Dnieper, in the Boryspil' rayon. But it is too early to speak of it in detail, because this is far in the future. I will only say that two concepts for construction of this main transportation lines are being brought forward by the specialists: one is the traditional metro, the other is monorail (trestle) route. So far this problem remains at the study stage.

But in the meantime we are confronted with more immediate tasks about which, in our opinion, we ought to think seriously at present. This is what I have in mind. A decision has already been made about the construction of a second passenger railroad station in Kiev, which will serve trains bound for Moscow and Kharkov. A site for it has been chosen near the Bykovnya settlement on the Brovars'ka road, to which the metro will have to be extended from the presently operating Pioners'ka station. Life urgently requires speeding up the planning not only of this section, but also of the Svyatoshyno branch of the "underground" to the Akademmistechko, the Podil's'ko-Voskresens'kyi spoke, of the lines to the production association imeni Artem and to Bortnychi on the Syrets'ko-Pechers'ka diameter, and also the route of the express street-car from Ploshcha Peremohy to the bridge imeni Paton, which will partly go underground and will connect with the metro. It is especially impermissible to delay the supplying of equipment for the "passenger conveyor" at the passage between Khreshchatyk and Ploshcha Zhovtenevoyi Revolyutsiyi.

Unfortunately, far from everything relating to the aforementioned goals is being considered positively. It is desired that those important issues, the solution of which depends on the USSR Ministry of Railways not be put off for later.

12703

CSO: 1811/64

MARITIME AND RIVER FLEETS

BREAKDOWN OF USSR MARITIME MERCHANT FLEETS AS OF 1 JANUARY 1984

Moscow MORSKOY FLOT in Russian No 6, Jun 84 p 38

[Text] The USSR Registry reports the status of the USSR Maritime Fleet, with breakdown of the data by ministries and departments as of 1 January 1984 (including self-propelled ships with gross register tonnage of 100 reg. tons or more):

TYPES OF SHIPS	Ministry of the Maritime Fleet			Ministry of the Fishing Industry			Others			In All		
	Количество судов	Грусс регистровый тоннаж, рег. т	Дедвейт, т	Количество судов	Грусс регистровый тоннаж, рег. т	Дедвейт, т	Количество судов	Грусс регистровый тоннаж, рег. т	Дедвейт, т	Количество судов	Грусс регистровый тоннаж, рег. т	Дедвейт, т
	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
<u>Passenger and Passenger-Cargo</u>	194	628 076	178 425	9	6 353	3 383	70	26 330	4 531	273	660 759	188 339
Including:												
Ferries	47	208 490	61 341	—	—	—	—	—	—	47	208 490	61 341
<u>Dry Cargo Ships</u>	1 489	8 794 999	11 928 090	543	1 524 004	1 517 283	272	486 524	581 077	2 304	10 805 527	14 026 450
Including:												
Timber Carriers	349	1 447 707	2 021 196	—	—	—	2	9 628	13 560	371	1 457 335	2 021 196
Container Ships	41	417 857	429 832	—	—	—	—	—	—	47	417 857	429 832
RO-RO Ships	54	378 295	500 136	—	—	—	—	—	—	54	378 295	500 136
<u>Tankers</u>	317	4 372 345	6 688 922	109	244 136	302 711	7	49 023	68 285	433	4 665 504	7 059 918
Including:												
Oil Tankers	288	4 145 790	6 439 428	89	216 235	271 188	5	45 640	64 965	382	4 407 665	6 775 581
Gas Tankers	11	186 625	201 519	1	614	270	—	—	—	12	187 239	201 789
Chemical Ships	3	9 345	9 960	—	—	—	—	—	—	3	9 345	9 960
<u>Combination Carriers</u>	11	688 003	1 194 432	—	—	—	28	75 572	79 963	39	763 575	1 274 395
<u>Fishing Ships</u>	—	—	—	2 594	3 412 803	1 910 518	4	2 906	1 393	2 598	3 425 709	1 911 911
<u>Special Purpose Ships</u>	55	202 331	134 739	209	1 521 950	1 201 021	163	217 653	97 259	427	1 941 934	1 433 019
<u>Technical Ships</u>	202	186 517	149 959	32	19 346	10 237	187	216 778	135 802	421	422 651	295 998
<u>Auxiliary Service Ships</u>	504	462 662	327 505	335	136 460	96 824	190	96 748	63 533	1 029	695 870	487 862
Including:												
Tugboats	283	92 521	35 524	200	81 906	35 610	109	13 200	17 370	592	217 627	88 504
Icebreakers	37	235 988	105 104	—	—	—	—	—	—	37	235 988	105 104
TOTAL	2772	15 334 933	20 602 072	3 831	6 865 052	5 043 977	921	1 171 534	1 031 843	7 524	23 371 519	26 677 982

KEY: 1. Number of ships
2. Gross register tons
3. Deadweight tons

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CSO: 1829/382

MARITIME AND RIVER FLEETS

MARITIME FLEET PERFORMANCE FOR 1ST HALF OF 1984

Moscow VODNYI TRANSPORT in Russian 26 Jul 84 p 2

[Text] In order to complete their quarterly and half-year tasks, the collectives of maritime shipping companies, along with Glavflot [Transportation and Operation of the Fleet and Ports Main Administration, Ministry of the Maritime Fleet] and the Morkonteyner and Sovfrakht associations took measures in June to fulfill the monthly plan. For the ministry as a whole, the coastal freight shipment plan for June was overfulfilled by 3.1 percent. Above-plan shipments of various types of freight totalled 191,000 tons. The shipment plan for dry freight was overfulfilled by 1.9 percent, while the plan for liquid shipments was overfulfilled by 5.1 percent. The Estonian, Latvian, Soviet Danube, Azov and Novorossiysk shipping companies had the best results in this type of shipping. Ship crews of the Baltic, Lithuanian, Georgian, Caspian, Far Eastern and Primorsk shipping companies did well in their coastal operations. The Northern, Murmansk, Black Sea, Kamchatka and Sakhalin shipping companies did not fulfill their June plan for coastal shipments. However, their successful work in the previous month allowed these collectives to fulfill their tasks for the second quarter and the first half. Not all of the types of freight, though, were carried in the planned volumes. For this reason, the coal, ore and fertilizer shipment plans for the ministry as a whole were not fulfilled. Shipments of grains, chemicals, lumber and ferrous metals were overfulfilled.

The closely spaced arrival of large bulk carriers at Baltic ports required additional tonnage from the shipping companies of the Northwest Basin in order to reload cargoes from vessels on the Leningrad and Riga routes to river ships. Vessels of the Northern, Murmansk, Baltic, Estonian and Lithuanian shipping companies took part in these operations. The assignment of above-plan tonnage for the acceptance of grain from the holds of large vessels for subsequent delivery to the ports of Tallin, Ventspils and Klaypeda has made it possible to reduce the draft of ocean vessels, bring them to the berths and send their cargoes on to their destinations in the shortest possible time.

In the southern basins, the total volume of coastal shipments in June was about 4 million tons, including 2.2 million tons on the Caspian. The Caspian sailors worked well in delivering petroleum, mineral and structural-material cargoes and in ferrying rail cars.

Freight shipments to Pevek and Zelenyy Mys began earlier than usual in June. This was due to several factors: the use of "Noril'sk"-class large icebreaking

freighters, the timely preparation of the icebreaking fleet for Arctic navigation and the earlier opening of navigation in the Eastern Arctic.

For the ministry as a whole, the June plan for foreign shipments was fulfilled by 99.4 percent. The Northern, Estonian, Lithuanian, Novorossiysk and Far Eastern shipping companies were lagging in these shipments. The collective of the Far Eastern Shipping Company did not fulfill its foreign shipments plan for the second quarter or the first half. The collectives of the Latvian, Azov, Georgian, Caspian and Kamchatka shipping companies achieved excellent results in June. The Murmansk, Baltic, Soviet Danube, Black Sea, Sakhalin and Primorsk shipping companies successfully completed the month. The Kamchatka Shipping Company eliminated its backlog from April and May and the Caspian Shipping Company eliminated its first-quarter backlog. As a result, all shipping companies, except the Far Eastern, met their foreign shipments plans for the second quarter and the first half.

The shipping company collectives and vessel crews have mostly fulfilled their June obligations for export-import shipments. Vessels arrived at Igarka to load lumber from forest-industry enterprises for export. Seventy thousand tons of pipe were transported by vessels of the Northern and Murmansk shipping companies from foreign ports to the Gulf of Ob. Besides the usual shipments of pipe for Urengoy from continental ports, this year the Black Sea Shipping Company is carrying pipe to the Gulf of Ob from Japanese ports. For this task, they are using bulk carriers of the "Zoya Kosmodem'yanskaya" class, which have proven themselves well-suited for these shipments.

Sailors of the Black Sea, Baltic, Far Eastern and Novorossiysk shipping companies have delivered the planned volume of freight to Cuban ports. Shipments to Vietnam have been provided by collectives of the Black Sea, Far Eastern, Novorossiysk and Primorsk shipping companies.

Chartered foreign tonnage was used to transport certain foreign-trade goods. Part of the Soviet fleet transported cargoes for foreign charterers. This was due to some tonnage being freed up because certain types of planned cargoes were not presented for export.

Passenger traffic increased significantly in June, totalling 6.2 million passengers. The increase was primarily the result of greater demand for ocean journeys at cities on the Black Sea coast. Of the total volume, over 93 percent were transported on vessels of the port fleet.

The June plan for container shipments was overfulfilled by 3.8 percent for the ministry as a whole. The Azov and Sakhalin shipping companies were deficient in containerized freight handling. They did not meet their plan tasks for this type of shipment.

Many shipping companies did not meet their plans for packaged goods shipments. The Latvian, Lithuanian, Black Sea and Caspian shipping companies had particularly low indicators.

The Central Asian Shipping Company fulfilled its first-half tonnage shipment plan for all types of shipping by 97.7 percent; it overfulfilled its plan for ton-miles by 9.5 percent.

Fulfillment of the Shipping Plan for the First Half of 1984 (in percent)

<u>Shipping Company</u>	<u>Coastal Shipments</u>	<u>Foreign Shipments</u>
Northern	121.9	100.9
Murmansk	109.1	101.5
Baltic	108.2	100.6
Estonian	112.0	100.7
Latvian	109.6	102.5
Lithuanian	137.3	102.9
Soviet Danube	112.3	104.9
Azov	107.7	103.9
Black Sea	122.4	100.6
Novorossiysk	114.3	100.9
Georgian	106.3	104.2
Caspian	103.4	102.3
Far Eastern	101.9	97.6
Kamchatka	101.3	100.1
Sakhalin	100.3	100.4
Primorsk	101.4	101.0
Total for the Ministry of the Maritime Fleet	105.3	101.2

12595

CSO: 1829/340

MARITIME AND RIVER FLEETS

BRIEFS

FRIENDSHIP SHORTENS DISTANCE--Thirty years have passed since Black Sea ships began to make runs to Vietnamese ports. S.A. Luk'yanchenko, head of the Black Sea Steamship Company says, "This year our ships must deliver more than one million tons of freight to Vietnam. We are charged with delivering equipment which the builders of a bridge across the Red River to the Kao Binh Hydroelectric Power Station and the Pha Lai Thermoelectric Power Station are awaiting. We will transport, within the next few months, 2 boilers of 92 tons each, a stator weighing 130 tons, a 120-ton transformer and a 70-ton spherical mill. We are continuing to transport the derricks needed for continental shelf development. Beginning in 1986, the Black Sea Steamship Company's fleet will be expanded with the addition of a number of lighters. The very first of these will enter the Soviet-Vietnam line. [By A. Knop] [Kiev RABOCHAYA GAZETA in Russian 12 Jun 84 p 2] 9355

LASER NAVIGATION--The ruby lights of the lighthouse recently mounted in the depths of the Bol'shoy Adzhalytskyi Estuary are clearly visible at a distance of 10-12 miles. Lining themselves up on it, ships' captains visually determine the axis of the navigable entry channel into the Southern port. The bright ray easily penetrates a shroud of rain and haze. Whereas only a month ago a large motorship was able to enter into the waterway only if the visibility was greater than 3 miles, (otherwise, the former guiding beacon, using ordinary white light, did not shine through), now visibility of 1-2 miles is sufficient. In practical terms, this means that the fleet will be lying idle in the roadstead less, while awaiting "sea-going weather," and the Southern port's capacity will be increased. The preliminary economic effect is one-quarter million rubles per year. The beacon about which we are speaking is the first laser navigation system on the Black Sea. It was developed and fabricated by a group of Odessa Higher Engineering Naval School specialists under the leadership of Professor A. M. Stafeyev. The whole system's reliability is high: if any system component fails, it is automatically replaced by a backup. If the visibility deteriorates, a supplementary laser is turned on. The beacon's radiation is harmless to the eyesight, as indicated on its medical certificate issued by the Odessa Scientific Research Institute of Eye Diseases and Tissue Therapy imeni Academician V. P. Filatov. [Black Sea Information Herald] [Text] [Kiev PRAVDA UKRAINY in Russian 15 Jun 84 p 4] 9355.

ICEBREAKER FERRY LAUNCHED--Riga--The next in a series of icebreaker-class ferry boats, built for Estonia has been launched at the Riga Ship Repair Yard. It was named Kharilayd and is intended for regular runs between the mainland and Hiiumaa Island.

Riga's shipbuilders were able to launch the ship 10 days ahead of schedule. This results from applying brigade-contract methods in the shipbuilding section. [By our own correspondent] [Moscow VODNIY TRANSPORT in Russian 26 Jun 84 p 1] 9355

HYDROGRAPHIC SHIPS FROM FINLAND--The USSR foreign trade organizations' fruitful cooperation with a number of industrial firms and companies in the Finnish city of Savonlinna is getting stronger and is being developed. The Savonlinnan Teklaksi Shipyard, dating from the Rauma-Rekola Joint-Stock Company, has a long-standing working relationship with the Soviet Union. "We are attempting to make our contribution to the strengthening of ties between the two countries," said the director of the Veykko Seppälä Shipyard, in an interview with the TASS correspondent. "Many ships, which are now successfully operating on the Saimaa Canal, have gone down our building slips. Not long ago, during the multifaceted exhibit of Soviet export commodities in Helsinki," he explained, "we signed a contract with the All-Union Sudimport Association to build two hydrographic ships. That order has opened a new and expanded field of activity. Part of the equipment, with which the ships will be outfitted, will come from the Soviet Union. We expect to fill the order by the end of next year." [Text] [Moscow VODNIY TRANSPORT in Russian 26 Jun 84 p 1] 9355

THE VOLGA PASSENGER BOATS--Astrakhan--The new air-cushion motorship Luch departed on its first run. Astrakhan shipbuilders of the Ship Repair and Mechanical Yards imeni M. S. Uritskiy built it. This ship is the first of the next series. It is designed to operate in shallow water. The motorship develops a speed of more than 40 km/hr. The comfortable salon accommodates more than 50 passengers. The fleet of motorships, affectionately called the river "trolleys," is being renovated. The Moskva Class motorships are replacing the Moskvich Class. They are superior to the earlier classes in speed and comfort. They have a capacity for an additional 110 passengers. Right now, 49 passenger ships serve the azure blue Volga delta routes--the high-speed Meteor and Raket Class hydrofoils and the Moskvich and Moskva Class motorships. Their crews must carry nearly six million people in the 1984 navigation season. [By S. Kasatyy] [Text] [Moscow GUDOK in Russian 26 Jun 84 p 4] 9355

NEW TANKER IN SERVICE--Novorossiysk--The new tanker Marshal Chuykov has departed from Novorossiysk for the shores of Italy on its first run. The tanker is one of a series of clean ships (which do not contaminate the

surrounding environment) being built by the Kerch shipbuilders. It is 242.8 m in length, has a speed of 15 kts, a cargo-carrying capacity of 68,000 t, and a moulded depth of 18 m. It is capable of withstanding heavy gales and also can "negotiate" narrow channels. That is very important during loading and unloading in various ports of the world. There is an innovative feature on the Marshal Chuykov--a remote system for measuring and controlling cargo. [By A. Dergachev, IZVESTIYA correspondent] [Text] [Moscow IZVESTIYA in Russian 3 Jul 84 p 1] 9355

SOVIET-AUSTRIAN DANUBE COOPERATION--A meeting took place in Vienna with Austrian business community representatives. The meeting was organized by the management of the Soviet Danube Steamship Company. During the meeting it was noted in particular that at the present time annual Danube traffic volume being effected by Soviet ships, in response to Austrian orders, exceeds two million tons. The close partnership and mutually beneficial business cooperation between Soviet and Austrian river transport workers were established immediately after the end of World War II and have steadily developed and strengthened. Particularly in recent years, contacts in this area have expanded. Through joint efforts, new forms of cooperation have been found and this, as was pointed out in the meeting, refers first of all to methods for accelerated cargo processing and increasing the length of their water transport routes. In particular, a lighter-carrying system, i.e., the transfer of river boats to subsequent sea-going transports, has just now been introduced. It opens up great possibilities for the delivery of freight by Soviet lighter carriers from Austrian Danube ports to other countries without reloading. A similar system has already proved its effectiveness on the lines connecting the Danube with Black Sea and Mediterranean states, and new lines are being developed. [Text] [Moscow VODNIY TRANSPORT in Russian 5 Jul 84 p 1] 9355

GDR BUILDS SOVIET SHIPS--(TASS)--At the Wismar (GDR) Mathias-Tezen Shipyard, the workers finished the first half-year with a great labor victory. They turned over to Soviet buyers the 35th in the series of Polar Crystal Class refrigerator ships. The new ship, designed for carrying fish products, will soon head for Murmansk, the port of registration. To receive the "gifts of the sea" caught by the work boats, the motorship is equipped with four freezer compartments with a total volume of 13,000 cubic meters. The Wismar Shipyard is not the only enterprise in this economic sector of the GDR which fills large-scale Soviet orders. There are many other river and ocean-going motorships designed for partners in the USSR under construction in shipyards in Warnemunde, Rostock, Stralsund and Boitzenburg. In all, the republic's shipbuilders have delivered to the Country of the Soviets more than 3,100 ships of various classes. [Text] [Moscow VODNIY TRANSPORT in Russian 5 Jul 84 p 1] 9355

SOVIET-BELGIAN MARITIME AGREEMENT--Brussels 9 [Jul] (TASS)--The official visit of T. R. Guzhenko, USSR Minister of the Maritime Fleet, to Belgium has just been completed. The visit was made at the invitation of H. de Croo, Belgian Minister of Communications, Posts, Telephones and Telegraph. During the meeting with Belgian government and business community officials, the results of many years of fruitful cooperation between the two countries in the area of maritime transport were summed up, and an understanding was reached concerning its further development. The parties examined and analyzed a number of questions of mutual interest and defined a range of problems to be addressed by an inter-government commission on trade and navigation. [Text] [Moscow VODNYI TRANSPORT in Russian 10 Jul 84 p 1] 9355

ROSTOV FOR CUBAN RUN--Leningrad--The Warnow (GDR) shipyard workers have built a second ship of a new class, which the Soviet Union had ordered. The ship has been named Rostov. The first ship of the class, Astrakhan', was received by the Baltic Merchant Steamship Company from the German Democratic Republic's shipbuilders in January of this year. Compared to other designs of merchant ships, the motorship Rostov has a number of design improvements. For example, loading and unloading can be by the vertical or horizontal method. Much automation and electronics which facilitate the servicing of machinery and ship's systems and raise the level of navigational safety have been installed in the ship. On board the motorship Rostov, the crew lives in single-man air-conditioned cabins with separate toilet facilities. On a voyage, the crew will have at its disposal a sauna, swimming pool, gymnasium and various trainers. The Rostov is expected to operate, primarily, on the Cuban route. [By our own correspondent] [Text] [Moscow VODNYI TRANSPORT in Russian 26 Jul 84 p 3] 9355

AMUR WATERWAY IMPROVED--Khabarovsk--(TASS)--A route was opened for heavy barges on the primary Amur - Poyarkovo - Komsomol'sk freight line. In the most irregular section, the Soyuznovsk shoals, more than 100,000 cubic meters of rocky earth were removed from the bottom, significantly deepening and widening the channel. In the current maritime season dredgers will improve navigation conditions in nearly 80 shoals of the Amur and its tributaries - the Amgun, Bureya, Zeya, Selemdzha and Ussuri. This will permit water transport workers to deliver hundreds of thousands of additional tons of freight to the builders of the hydroelectric power station on the Bureya and to the settlements along the Baikal-Amur Mainline. [Text] [Moscow VODNYI TRANSPORT in Russian 28 Jul 84 p 1] 9355

CSO: 1829/348

PORTS AND TRANSSHIPMENT CENTERS

PORT PERFORMANCE WRAP-UP FOR JUNE 1984

Moscow VODNYY TRANSPORT in Russian 31 Jul 84 p 2

[Text] The sector's June plan for freight handling was overfulfilled by 1.8 percent. The movement of imported goods was delayed, which created a difficult situation in organizing their shipment. While perishable goods arrived right on schedule, vessels delivered 54,600 more tons of metal than scheduled, 98,000 less tons of sugar than planned and 696,000 less tons of bulk freight than planned. The same situation occurred in July. The problem of meeting schedules and the unreliability of schedule forecasts have long been sources of worry for transport terminals.

The June shipments plan for imported goods was overfulfilled in tons by 15.8 percent, an increase of 550,000 tons over June, 1983. Due to this increase, imports remaining in ports were reduced by 310,000 tons during the month, reaching their lowest level in a half-year.

The best import shipment indicators in June were achieved by the transport terminals in Leningrad, Kaliningrad, Tallin, Ventspils, Reni, Nikolayev, Poti and Novorossiysk, where the plan was overfulfilled by more than 5 percent.

In June, the arrival of export goods into ports was below plan, although it was 2.5 percent above last year's level. Only 85.6 percent of the planned number of rail cars were delivered. Export goods remaining in port were reduced during the month by 1,150,000 tons; the total was less than one-third that of a year ago.

The associated enterprises greatly overfulfilled their plan task for rail-car unloadings of transshipped goods. In all, 10,742 rail cars above plan were handled. The accumulation of Arctic freight is ahead of last year; the shipment of these goods was begun earlier than usual.

The Leningrad and Novorossiysk transport terminals overcame a crisis early in the second quarter, and by the end of the half-year got back into their usual mode of operation. The Baltic Coast transport workers did better than last year. They had the difficult task of handling perishable goods. Black Sea and Danube workers worked steadily. The Azov Shipping Company experienced some severe tests in the first half of the year: difficult ice conditions in the first quarter and the halting of coal transshipments in the second quarter.

The terminals of the Georgian and Caspian shipping companies had mixed results: there were deficiencies both in coordination with the roads and poor direct connections with shippers and receivers. The Far East Regional Transport Terminal was not able to make full use of the possibilities of regional coordination of maritime shipping companies by incorporating the basic directions of the Far East Railroad.

A number of transport terminals were not able to satisfactorily fulfill their plan for receiving coastal goods for maritime shipment. For instance, the Vyborg Terminal was 2,676 rail cars short of its task for unloading coastal goods shipments, while the Nikolayev Terminal was 362 rail cars short and the Eastern Terminal was 117 rail cars short. Worst of all in June were Vladivostok and Nakhodka, where the daily unloading plans were regularly unfulfilled. Over 1,000 rail cars accumulated on the tracks of these ports during the month. As a result, the unloading plan was underfulfilled in Vladivostok by 377 rail cars and in Nakhodka by 116 rail cars. At the end of the month, these ports had 506 and 224 rail cars, respectively, awaiting unloading. The responsibility for this situation is borne by both the ports and the Far Eastern Shipping Company, which has not ensured the timely shipment of goods to Kamchatka. This has caused the container terminal and the warehouses in Vladivostok to become overloaded. An incomplete workforce also played a negative role in this. Thus, the ports of the Northwest Basin had a deficit of 182 dock machine operators, while the Southern Basin ports were 121 short and the Far East Basin ports were 437 short.

The rail-car plan for January-June 1984 for all transport terminals as a whole was only 92.4 percent fulfilled; 53,000 rail cars (7.6 percent) less than plan were sent. The worst situation of all was with perishable-goods rail cars. The handling of rail cars received was 99.5 percent. In all, about 3,000 rail cars were not handled for reasons of bad weather and 538 rail cars were not handled for other reasons for which the port was to blame.

The transport terminals have better capabilities than other transshipment junctions to increase the use of rolling stock reserves. And, in this area, all available reserves must be mobilized.

12595

CSO: 1829/341

PORTS AND TRANSSHIPMENT CENTERS

OFFICIAL ON ODESSA OBLAST COMPREHENSIVE 'TRANSPORT' PROGRAM

Moscow VODNYI TRANSPORT in Russian 14 Jun 84 pp 1-2

[Interview with Vitaliy Matveyevich Lukashevich, manager of the transportation and communication department of the Odessa Oblast Committee of the Ukrainian Communist Party, by L. Yushkevich, VODNYI TRANSPORT special correspondent; date and place not specified]

[Text] The "Complex Special Purpose Program for Raising the Effectiveness of Transport Operations", which is insuring the balancing of the efforts and expenditures of all participants in transport operations, has been worked out and is being successfully incorporated in the Odessa Oblast. L. Yushkevich, our special correspondent, talked with V. Lukashevich, the manager of the transportation and communications department of the Odessa Oblast Committee of the Ukrainian Communist Party, about the experiences in working out and incorporating this program.

[Question] Transportation. It is difficult to overestimate its role in economic and social life, especially for our state whose territory exceeds 22 million square kilometers. Yes, add to this the length of the sea, river, motor vehicle and air lines... Billions of tons of different products are produced each year in the country. They are delivered to consumers in our country and to those who are far from its borders. All types of transport -- water, air and ground -- participate in their shipment. So that everything, which is produced -- that being exported and that being imported -- will reach the recipient in completed form and exactly on time, all types of transport must work at a single rhythm with the national economy. The decisions of the party and the government and the requirements of the economy's dynamic development have placed this goal before the country's transport workers. Vitaliy Matveyevich, how are the transport workers of Odessa Oblast participating in the solution of these tasks?

[Answer] To define it briefly, it is possible to manage with two words -- thoroughly and purposefully. In our oblast which has at its disposal the largest transport centers in the country -- Odessa and Ilichevsk, the "Complex Special Purpose Program for Raising the Effectiveness of Transport Operations in Odessa Oblast" (short title "Transport") has been worked out and has received the rights of a basic document. Its development and

incorporation have been characterized by the unity of goals and the community of efforts of the Odessa party obkom, the oblast Council of People's Deputies, and the Ukrainian SSR Academy of Sciences Southern Scientific Center.

[Question] What dictated the need to develop this program, and how was its development carried out?

[Answer] The specific peculiarities and importance of our transportation region. In Odessa Oblast, there are two steamship companies -- the Black Sea and the Soviet Danube, nine ports, the Odessa Railroad Administration with two branches-- the Odessa and the Kotovsk, a cargo and passenger motor vehicle transport administration, and two Aeroflot enterprises. The oblast's transport workers carry out foreign trade shipments to 80 of the world's states.

As is known, the existing system for managing transport is based on the branch principle. Let us say that the Ministry of the Maritime Fleet and the Ministry of Railways are stipulating the planning indicators and norms for the maritime fleet and the railroad and are planning the expansion of the material and technical base and scientific technical progress. The motor vehicle operators have no union ministry, and the entire process of directing this type of transport in conformity with our region is carried out by the Ukrainian SSR republic ministry. The airlines have, generally speaking, a two step management. All of this inevitably leads to a lack of balance which engenders interdepartmental disconnections. At times, neither the ministries nor Gosplan see fully -- yes, and objectively they cannot see fully -- all of the problems that arise at the technological junction. All details, of course, appear distinctly on the spot. When efforts and expenditures are balanced, an opportunity arises, first, to effectively eliminate the disproportions that have become manifest and, second, to put out a firm covering detachment against their origin. The reconstruction of the first, second and third berths at the Karantinnyy pier in the port of Odessa and the plan for the social and economic development of the Ilichevsk transportation center serve as confirmation of this.

The old shallow berths of the Karantinnyy pier and the limited storage areas restrained for a long time the development of production capabilities in the port. The berths were used only for the demurrage of the fleet or for auxiliary cargo operations. Upon the initiative of the engineer and technical workers of the steamship company and the port, the rational expansion of the berths and additional capabilities for increasing storage areas by rejecting traditional forms of expansion into the depths of the port's territory were found with the help of Chernomorniiprojekt. They were won from the sea by land-fills and the construction of modern hydraulic engineering structures.

When the implementation of the sea portion of the project was coming to an end, the following type of disproportion appeared with all clarity: Practically no one had bothered about the plan for expanding the railroad to the Odessa port stations.

A similar situation of a failure to mate the technological operations of motor vehicle operators and railroad workers was also created at the station of Odessa-Tovarnaya. The warehouses here were of prerevolutionary construction; and the ramps, which were suitable for the transfer of freight from carriages, naturally were not able to satisfy the requirements of the new equipment. It turned out that freight in modern 20-foot containers, which were delivered by the motor vehicle operators to the station's warehouses, could be handled only by equipment from the time of Chelkash. It was ascertained that the port workers were already able to put the new berths into operation, but the railroad engineers did not know when the expansion of the warehouse areas and the railroad would be completed. They could not reconcile themselves with this situation in the oblast party committee; and specific ways and methods, which permitted the complete development of these production capacities to be completed with the equal participation of the interested parties, were worked out during several joint meetings of the cooperating partners. Of course, the appropriate help was provided to the oblast by the branch ministries and departments and the Ukrainian SSR Council of Ministers. In this regard, the "Transport" complex special purpose program on whose implementation the oblast's transport workers are purposefully working during the present five-year plan, played a large organizational role.

[Question] What is the essence of this program, how was it created, what goals is it pursuing, on what is it orienting the transport workers?

[Answer] It began when the "Basic Directions for Economic and Social Development of Our Country During the 11th Five-Year Plan and Out to 1990" were being discussed during the period of preparing for the 26th party congress. The idea of creating a complex program to eliminate the "bottlenecks" and sharp spots, which were hindering the balanced and effective development of the oblast's transport, arose. Moreover, certain experience in cooperation between scientists and production workers had already been acquired. B. Ye. Paton, the president of the Ukrainian SSR Academy of Sciences, visited us. Ways to include the region's scientific forces in working on the problem of developing the oblast's economy were defined with his participation.

A draft of the program was developed by the workers in the party obkom's department working with the specialists. In it were defined in very general terms the main goals and directions: the measures which would insure the harmonious development of the material and technical base for the oblast's transport; the development of coordinated technology for transport operations at the junctions of the different types of transportation; the development of a mechanism for managing the transport center; the improvement of planning in all aspects of the activity of the enterprises which are included in the transportation center; the improvement of the material incentive process for transportation workers within the limits of the center; improving the competition forms of the transport workers; and the resolution of problems concerning social development.

The draft of the program was sent to all enterprises, to scientific and planning organizations, and to transport training establishments; and the period for submitting constructive proposals was defined.

These proposals arrived, but what a paradox? Everyone wrote about what it was necessary to do and even during what periods, but they were modestly silent about who would do it using what resources (?!). At that time, the process of the collective refining of the program into a basic document with obligations on all participants to implement it, began. A creative problem-solving group, which contained specialists and scientists, was created under the leadership of the party obkom, and the leading development engineers for the branches were determined. For example, the Chernomorniiprojekt became the leading one in the group for developing the material and technical base; the technical services of the Black Sea Steamship Company -- in the group for developing coordinated technology; the oblast Truck Cargo Transport Administration -- in the group to improve the material incentives of the workers in the transport organizations; etc. When the group's specific proposals were developed, the obkom convened a meeting of the transport workers at the level of the economic directors, party organization secretaries and trade union committee chairmen; and it was decided to discuss them. Here is when they encountered a series of difficulties.

Problems were revealed whose solution was at a different level of competency. Only the orders of three managers were required to solve some of them. For others, the participation of branch ministries was required; for still others, government decisions were required. Yes, and the periods for implementing the proposals were also noted for their great diversity. They could begin to implement some of them immediately, and others exceeded the limits not only of the current five-year plan but also of subsequent ones. It was the same picture with those who would carry them out. Some were defined with extreme accuracy, but they could not name others. This, however, did not trouble us. We determined the executors together and named and mentioned them in the draft of the program. This provided an opportunity to see more clearly the future and the frontiers toward which it was necessary to strive.

For example, according to the original plans of the Ministry of the Maritime Fleet it was considered possible to commission an ore and coal complex in the port of Yuzhnyy during 1982; but the Ministry of Railways planned only the beginning of the construction of the approach lines during that year. Based on the working draft of the program, the party obkom had to bring these periods together. The time for commissioning the complex in 1984 became the real one. There was no financing for a number of projects. By combining efforts we found it.

Material from the problem-solving groups was obtained. However, this was still not a program. The scientific direction of the program's development, which was at first carried out by the party obkom department, became beyond its capabilities. A laboratory for integrated transport research, which was approved by a decision of the Ukrainian SSR Academy of Sciences Southern Scientific Center Presidium, was then created on social principles. Odessa's specialist and transportation scientists were included in it. They busied themselves, so to speak, with arranging our complex program and with the preparation of this document for discussion in the coordinating council.

Originally, the "Transport" program consisted of six subprograms. The first one of them contained the themes for solving questions for enterprises in all the cooperating types of transport which were working together in the transportation centers ("Transportation Centers"); the second -- for the Black Sea Steamship Company ("ChMP-85"); the third -- for the Soviet Danube Steamship Company ("SDP-85"); the fourth -- for the Odessa Railroad ("Zheldor-85"); the fifth--for the oblast cargo and passenger motor transport ("Avtotrans-85"); and the sixth -- for Aeroflot's Odessa airline detachments ("Aviatrans-85"). In May of this year, the coordination council approved two new programs -- "Avtodor-85" and "Promzheldor-85".

The purpose of the program is to achieve a balance in the activity of all types of transportation enterprises in the oblast as one of the decisive conditions for a growth in shipment volume, effectiveness and quality and for the unconditional fulfillment of state plans and socialist obligations.

The work in accordance with the program is being conducted based on the "Agreement on Scientific and Technical Cooperation of the Ukrainian SSR Academy of Sciences, VUZ, and the Enterprises and Organizations of the Southern Economic Rayon" which was adopted during an expanded session of the Southern Scientific Center Council on 4 June 1980 with the participation of the first secretaries of the Odessa, Crimean, Nikolayev, and Kherson obkoms of the Ukrainian Communist Party.

The tasks of the program are: Developing the basic technical and economic working condition parameters for all types of transport, which include elements for insuring the uninterrupted and effective operation of the oblast's transport centers; implementing the plan and additional measures to expand the material and technical base of all elements of the transportation centers; and developing the organizational, economic and legal statutes which regulate the work of all types of transport in the centers under coordinated conditions.

The direction of the program as a whole has been placed on the coordinating council (KS), and that of the subprograms -- on the scientific and technical council (NTS). In accordance with the approved plans, these leading bodies examine the progress in fulfilling the tasks, solve organizational and other tasks that are connected with insuring the successful completion of the work and the incorporation of their results, and listen to reports about the progress of work on the program in their meetings.

[Question] From what has been said by you, it is possible to draw the conclusion that the program is alive and in effect and that it has become a necessary instrument in improving the management style in the oblast.

[Answer] I guess that it is possible to call it an alive and organically developing instrument. I have already mentioned that we were earnestly busy with the development of the program on the threshold of the 11th Five-Year Plan. However, the process of working on it has not ceased for even a

single day. It is sufficient to mention that the program has become a basic document, which has acquired certain economic and legal force, in that edition, in which it is now in effect, after the approval of the coordinating council on 16 March 1983.

[Question] Are there many participants in the implementation of this program and how is control over the progress and its implementation being carried out?

[Answer] A total of 67 organizations -- enterprises and transport scientific and design organizations -- have been involved on social principles in participating in the implementation of the complex special purpose program. And in this regard not only those of the Odessa Oblast but those of the Southern Economic Rayon, Moldavia and Belorussia; and specialists from the Baltic Steamship Company, several all-union and republic scientific research institutes and computer centers.

The effectiveness of control, which insures vitality and its further development and the efficient incorporation of rational changes, additions and adjustments into it, is provided for by the program. The organizations who are performing the work submit annual and semiannual reports on the work, which has been done, to the appropriate scientific and technical council (for the steamship companies -- to their technical departments) and to the Southern Scientific Center of the Ukrainian SSR Academy of Sciences no later than 20 January and 15 July. At the beginning of each year, the executives send annual calendar plans, which have been coordinated with the steamship company, railroad, oblast motor vehicle transport, and aviation detachment subunits that are responsible for incorporating the appropriate subjects (tasks), to these addresses.

The central working group of the coordinating council systematically informs party and soviet bodies about the progress in the implementation of the program and periodically issues information bulletins for the participants in the program which contain information on the fulfillment, development, additions and changes in its themes and also in the composition of its leading bodies.

In accordance with a decision of the Ukrainian Communist Party Odessa Obkom Buro, the fulfillment of the program's tasks by the executives is taken into consideration when summarizing the results of socialist competition in the rayons, cities and the oblast.

[Question] In light of the decisions of the 26th CPSU Congress, a scientific concept and a long-range program for the development of a single state transportation system, which would permit all the urgent and essential problems of today to be consistently solved, are being developed by the USSR Gosplan and the leading scientists and specialists in the transport branches. Clearly, the complex program, which has been incorporated by the transport workers of Odessa, can be considered a concrete participation in the development of a state-wide system.

[Answer] Yes. It is an attempt at that participation which has been put forward by the requirements of the times. Although the program for creating a state system will not be a mechanical addition of regional programs, its development will be significantly accelerated if these programs will have been developed in all economic rayons, especially in each large transportation center. For this, however, it is necessary to strengthen the scientific leadership of both the development and the process of implementing regional complex programs. You see, many of the problems of the transportation centers are not being examined today scientifically on a union-wide scale. The Institute of Complex Transport Problems and its branches direct the development of republic programs, but regional ones still remain neglected in a certain sense.

Of course, our oblast complex program cannot embrace all of the transportation problems of the Southern Economic Rayon. It is necessary to place the scientific direction of its implementation on a professional basis and to involve the councils more broadly in its realization, creating the appropriate department in them. In our view, the establishment last year of the transportation and communication department in the Odessa Oblispolkom significantly improved the style of economic management of the activity of enterprises in the transportation centers and is helping to insure the integrated development of the economy in the spirit of the requirements that were expressed by Comrade K. U. Chernenko, CPSU Central Committee general secretary, during the April 1984 CPSU Central Committee Plenum.

Economic science is seriously indebted to transport workers. Today, there is no scientifically sound method for calculating the economic effectiveness of these complex programs. Using branch methods, we, of course, effectively calculate this effectiveness and we are convinced that it is numbered in the millions of saved resources. We are working, ourselves, on developing a special and universal method; however, it seems that interbranch economic science should have the authoritative word here as rapidly as possible.

[Question] Vitaliy Matveyevich, what reflection in the complex program of the oblast does the experience of the Leningrad transportation center find?

[Answer] The most direct. The system of mutually connected planning and the incorporation of NPGRTU [continuous plan-schedule of transportation center operations] lies at the basis of the oblast's transport workers' cooperation. The experience of our Baltic colleagues and of our rivals of many years standing in competition has found broad application in all of the oblast's transportation centers. However, it requires further development and improvement. It is necessary for us to place in the NPGRTU a great deal of information on the approach of freight cars. You see, the Ministry of Railways has available information on any dispatched freight car, but in the ports we have available information two days before its arrival in the best of cases. The planning and economic indicators, based on which it would be possible to determine the progress in the fulfillment of production plans by all participants in transport operations and not only those in the transportation center, have still not been placed into the NPGRTU. The forms for the regional management of the activity of the transportation centers also need work. In a word, the balancing of the

efforts and expenditures of all of the participants in transport operations is required. In this lies one of the decisive conditions for a growth in the effectiveness and quality of shipments and the guarantee of tomorrow's favorable changes which will help transport workers to take a new step forward.

[Question] In his speech during the April CPSU Central Committee Plenum, K. U. Chernenko talked about the fact that party, soviet and economic bodies "have begun to thoroughly improve the system for managing the national economy" and are searching for "new forms and structures for economic activity which will insure an increase in its effectiveness." What characterizes the effectiveness of incorporating the "Transport" program in Odessa Oblast?

[Answer] An analysis of the fulfillment of the tasks, which were approved by the program for 1983, testifies to the following. Out of the planned 398 subjects it was proposed to incorporate 110 on 1 January 1984 -- in actuality 120 subjects were incorporated. In this regard, the economic effect which is estimated at six million rubles, has been calculated for 53 subjects. The program was presented to the Exhibition of the Achievements of the National Economy of the USSR, and the participants in its development were awarded two silver and eight bronze medals.

[Question] Has the program been examined by higher bodies and how has it been rated?

[Answer] It was approved by the interdepartmental commission of the Ukrainian SSR Gosplan and was recommended for study and dissemination to other oblasts in the republic. The text of the program was sent by us to all interested ministries, departments and offices; however, no reaction followed. We, naturally, would like to hear comments and proposals on improving the program itself and on improving the ways to implement it. We will hope that it will now attract more intense attention to itself. This is in the interest of everyone who is responsible for fulfilling the tasks that were assigned in the decisions of the 26th party congress and the subsequent CPSU Central Committee plenums which orient all transport workers on the "complete and timely satisfaction of the needs of the national economy and population for transportation and on increasing the effectiveness and quality of the work of the transportation system."

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CSO: 1829/332

PORTS AND TRANSSHIPMENT CENTERS

RECENT IMPROVEMENTS IN ZHDANOV PORT FACILITIES

Moscow VODNYY TRANSPORT in Russian 21 Jun 84 p 2

[Article by O. Povetkin, VODNYY TRANSPORT special correspondent in the city of Zhdanov: "The Pressing Labor of Azov Workers"]

[Excerpts] The Azov Steamship Company.... Many memorable events and names are connected with its history. For example, a pressing movement for the high-speed operation of gantry cranes, which fundamentally changed ideas about the capabilities of people and equipment at the berths and which evoked numerous followers, was born and rolled by like a powerful wave in the port of Zhdanov. The name of the initiator of this movement, Nikita Artem'yevich Bespaliy, today is a symbol of selfless creative work.

The Azov seamen found and introduced an effective way to ship hot sinter from the Kamysh-Burunskiy Railroad Combine to the Zhdanov Metallurgical Plant. Essentially this fundamentally new transportation method called into being a whole series of unique sinter-carrying vessels.

The Azov workers have always responded and are responding eagerly to everything new. They have also actively joined in the public review of the effectiveness in using raw materials, materials and fuel and energy resources. A total of 14,500 workers in the fleet and enterprises of the steamship company participated in it. During the years of the 11th Five-Year Plan, 1,471 proposals have been introduced to save them, and the effect has reached 1,460,300 rubles.

The new form for organizing labor in transportation centers helped to free more than 4,000 railroad cars during the period since 1981. In helping their cooperating partners, the Azov port workers repaired 918 freight cars and 864 containers with their own forces during last year alone.

The socialist obligations for this year eloquently testify about the immediate prospects of the steamship company: to transport 150,000 tons of national economic freight above the plan and to receive 600,000 rubles of profit from its operating activity in addition to the plan. The families of Azov Steamship Company workers will occupy 140 well-built apartments with a useful area of 8,000 square meters this year.

Among The Five Largest

Based on freight turnover volume, the Zhdanov commercial seaport is included among the five largest ports of the Ministry of the Maritime Fleet. Here, the freight handling volume has grown by 1.3 million tons during the first three years of the present five-year plan and reached 12 million tons in 1983.

A. Andronov's docker brigade specializes in loading metal. One of the best in the port, it is famous for the fact that during its existence it has passed through all of the stages of development adding to its name ever newer attributes: "amalgamated", "integrated", "through"... and recently it has added another one-- "cost accounting". The collective was able to find the strength and resources to fulfill the plan for the first quarter under very complicated conditions of unusually prolonged and strong winds.

A. Andronov says: "After such an experience no one doubts the need for cost accounting in our work."

The many years of experience of Andronov's people reflect to a great extent the general trend in the port's collective -- the desire to improve and renovate.

... The Zhdanov port workers have made an important contribution to the construction of the automotive giants in Togliatti and Naberezhnyy Chelny; Atomash; and the Soyuz, Urengoy-Pomary-Uzhgorod and Urengoy-Tsentral gas pipelines. More than a million tons of large diameter pipe with an overall length of 1,600 kilometers and more than 40,000 tons of various equipment were received from here by the builders of these famous pipelines.

In order to insure a further growth in the freight handling volume and an improvement in the processing of ships and railroad cars and to increase labor productivity, it is planned to complete the construction of the deep water container berth No. 15 in the port this year, and the erection of a container terminal on berth No. 16 is being planned for the 12th Five-Year Plan. This will provide an opportunity to organize new freight traffic to Alexandria and Spanish ports, to switch large lots of goods from the Danube, and as a result to increase the volume of container shipments from 160,000 tons a year to 400,000.

Great hopes have been placed on the expansion of container shipments in the port. With their help, the port workers are counting on increasing labor productivity, accelerating the delivery of goods to the user and speeding up the processing of transport.

... V. Bykov, the party committee secretary of the Zhdanov commercial seaport, eagerly talk about the renovation results that have appeared here during recent years.

Vladimir Ivanovich says: "Until quite recently the waves splashed where we are now standing. There was no opportunity to expand the port's territory

on the shore -- yes and it made no sense. It turned out to be less trouble and cheaper to win dry land from the water. Berth No 15 strode into the sea 300 meters, and the port immediately began, as they say, to breathe easier."

Here is another interesting structure which has sharply speeded up the handling of bulk cargo. Several dozen meters of roadway are enclosed on the sides with high plates. Here, as into a pencil case, railroad cars with coal fused into a frozen mass are fed during winter time. Then, an operator turns on an airplane jet engine, which is mounted here, and the exhaust gases pouring over the rolling stock in a hot and compact stream thaw out the coal's upper layer that has been firmly attached by the cold to the walls of the freight cars. Then, the rolling stock is sent to the tipper. Now, it is not necessary to chisel out the coal by hand.

Incidentally, the engine does not operate on expensive and scarce kerosene but on diesel fuel. However, the port's engineers are trying to replace this type of fuel with a cheaper one.

Economists estimate that an annual savings of 48,500 freight-car hours has been obtained through the introduction of this coal thawing-out complex and that approximately 21,000 freight cars have been freed for the national economy. For the first time in many years the Zhdanov port has completed the first quarter's quota for unloading coal from freight cars with a positive result.

All of this has forced the port workers to hurry with the construction of the complex's second phase.

The reconstruction of one of the car dumpers and the installing on it of a chiselling and cutting machine and conveyor and pouring lines will permit the coal-loading complex to shift to a year-round work cycle, not reject soft coal during winter time and process up to another 250,000 tons of freight.

... In 1982, the port began to form transshipping complexes. The main goal was the specialization of the work collectives in processing a certain type of goods. As a result, they are counting here on improving technology, increasing labor productivity, decreasing the periods for handling transport assets, and eliminating losses of work time.

There is no need to prove specially that production problems are solved more easily and more rapidly in a permanent collective which has a good leader and stable cadres of stevedors, warehouse workers and tackle operators and where there are party and trade union organizations. There is already an effect from this innovation; it is possible to express it in numbers. It is estimated that intrashift losses during cargo operations were decreased in 1983 by 49.8 percent in comparison with 1982, and that the daily losses of working time were decreased by 46.5 percent. This had a positive effect on the rate of handling the fleet and the railroad cars.

S. Lisovenko, the chief of the Zhdanov commercial seaport, thinks:

"All of the successes which the port has achieved recently are due to our cooperating partners. In particular, we have established strong and business-like ties with the railroad workers. Indeed we began to shift from mutual claims for mutual assistance in 1978 when the coordinating council of the transportation center was established. At the time, a continuous planning schedule for its work was introduced and a single load-dispatching point for the port workers and railroad workers at the Zhdanov Port Station began to function. As a result, both we and the railroad workers found an enormous gain in all indicators."

These days, the port's collective is devoting all of its efforts to successfully carry out the tasks which have been placed on it for the timely and qualitative delivery of goods and to fulfill successfully and ahead of schedule the plans and socialist obligations of the 11th Five-Year Plan's fourth year.

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PORTS AND TRANSSHIPMENT CENTERS

BRIEFS

LIGHTER SERVICE EXPANDING--Unusual "floating" berths have appeared in Zolotoy Rog Bay. Construction Administration No. 406 of the Primortransstroy Trust has anchored two 200-meter-long pontoon piers there. They were specially built to handle a flotilla of lighters, those "floating containers" that ocean-going lighter carriers will take on board. Once at their destination, they will be landed on shore with their freight and left in roadsteads. The "Aleksey Kosygin," the first domestic lighter carrier to be built by the Kherson Ship Yard, is already sailing to the Far East and its home port of Vladivostok. It is 262 meters long. Its deck and holds can accomodate eighty 380-ton lighters. [text] [Moscow STROITEL'NAYA GAZETA in Russian, 27 Jun 84 p 1] 12595

PORT MECHANIZATION -- A terminal, where a transportation container system for stacking oversize cargo containers is being used for the first time in the Soviet Union, has been put into full operation in the port of Vladivostok; special cranes have been installed in five tiers. Today, 90 percent of the freight in the port of Vladivostok is being processed without the use of manual labor. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 24, Jun 84 p 3] 8802

VESSEL UNLOADING SPEEDED UP -- Leningrad -- A high-capacity GP-6 hydraulic loader has been used in the Neva cargo area of the Leningrad river port during the present navigation period for the first time to unload construction sand. The appearance on the Neva of the Nevskiy-22 low motor vessels, which pass under bridges without raising them, has required an increase in the productivity of the transshipping equipment. The port's electric welders and the crew of the GP-6 performed a great deal of reconstruction work under the direction of Commander N. Smirnov, the chief mechanic. As a result, the operation of the renovated GP-6 has been begun. In practice, only one hour and 45 minutes are required to unload Nevskiy-type motor vessels. During this time, 2,700-2,800 tons of sand are unloaded from the vessel's hold. The port workers and vessel crews are now on an urgent watch. It is devoted to the holiday-- Maritime and River Fleet Worker Day. [Text] [Moscow VODNIY TRANSPORT in Russian 21 Jun 84 p 1] 8802

MISCELLANEOUS

ELECTRICALLY POWERED URBAN PASSENGER TRANSPORT IN 1983

Moscow VESTNIK STATISTIKI in Russian No 6, Jun 84 p 80

[Text] Electrically Powered Urban Passenger Transport as of the End of 1983:

	Streetcars			Trolleybuses			Metro		
	протяженность экс- плуатационного одиночного пу- ти, км	число пассажирских вагонов, единиц	перевезено пасса- жиров, млн. чело- век	протяженность экс- плуатационной одиночной линии, км	число пассажирских троллейбусов, единиц	перевезено пасса- жиров, млн. чело- век	протяженность экс- плуатационного пу- ти в двухпутном исчислении, км	число пассажир- ских вагонов, единиц	перевезено пас- сажиров, млн. человек
	(1)	(2)	(3)	(4)	(5)	(3)	(6)	(2)	(3)
USSR	9379,9	21 412	8223,8	15415,4	25 531	9311,0	379,4	5 122	4127,9
RSFSR	6262,0	14 383	5721,4	7996,6	12 724	4342,1	269,7	4 187	3203,5
UkSSR	2024,5	4 900	1691,3	3450,4	6 605	2405,4	47,9	549	528,2
BSSR	138,8	387	162,5	689,2	1 416	549,0	—	—	—
UzSSR	250,0	461	132,3	536,7	718	151,5	15,5	105	92,7
KaSSR	227,0	337	113,0	506,4	605	139,4	—	—	—
GSSR	100,1	122	49,4	410,4	473	123,8	18,8	125	142,5
AzSSR	92,0	120	39,5	372,8	384	90,5	18,6	124	139,6
LiSSR	—	—	—	207,2	481	270,5	—	—	—
MSSR	—	—	—	271,2	541	215,9	—	—	—
LaSSR	151,7	395	197,6	203,7	421	197,4	—	—	—
KiSSR	—	—	—	175,9	229	78,0	—	—	—
TaSSR	—	—	—	151,2	265	78,0	—	—	—
ArSSR	96,0	179	28,4	281,6	418	73,4	8,9	32	21,4
TuSSR	—	—	—	95,9	70	20,8	—	—	—
ESSR	37,8	128	88,4	66,2	181	75,3	—	—	—

KEY: 1. Length of operating single track (km)
2. Number of passenger cars (units)
3. Number of passengers carried (in millions)

4. Length of operating single lines (km)
5. Number of passenger trolley-buses (units)
6. Length of operating track, double-track calculation (km)

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